

Report 16.511
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Committee Regional Transport Committee
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Annual Monitoring Report on the Regional Land Transport Management Plan

1. Purpose

To present to the Regional Transport Committee (the Committee) the Annual Monitoring Report (AMR) that reports on the progress made in 2015/16 towards achieving the strategic objectives and outcomes of the Regional Land Transport Plan 2015 (RLTP).

2. Background

The Land Transport Management Act 2003 (amended in 2013) requires the Committee to prepare a Regional Land Transport Plan (RLTP). The RLTP sets the strategic direction for a region's land transport network and replaces the Regional Land Transport Strategy. The Wellington RLTP includes strategic objectives, and a comprehensive list of policies, outcomes and associated targets. The monitoring requirements for the RLTP are set out in the Plan itself (at Appendix A).

This is the second year of monitoring for the RLTP adopted in April 2015. The AMR for 2015/16 is a summary report providing an overview of progress against the strategic objectives and outcomes since setting the RLTP baselines (2013). The 2015/16 AMR is **Attachment 1** to this report.

The report presents the latest data and information on the RLTP outcomes and measures. For most measures this covers the timeframe up to 30th June 2016. The information referenced in the AMR is sourced from Greater Wellington Regional Council (GWRC), local councils, NZ Transport Agency, and Statistics New Zealand. GWRC data on public transport is collected as part of operational reporting requirements.

Not all data is updated annually. Some is only available after every census and some measures, due to being new reporting indicators, have only one or two years of data to report on.

There are eight RLTP strategic objectives and 20 RLTP outcomes, each with at least one measure and 2025 target. By measuring each outcome we can determine the level of overall progress in delivering the strategic objectives.

How the outcome is progressing is determined by the five year trend for each measure (where data is available). So data either side of the baseline year will be included to allow trends to be discussed.

The AMR includes examples of projects and initiatives which are currently underway or planned by the regional stakeholders to achieve the objectives and key outcomes.

3. Comment

The methodology for monitoring three RLTP outcomes have been revised since the last AMR. These are: *Reduced harmful emissions from transport*, *Reduced severe road congestion* and *Improved reliability of strategic road network*.

Reduced harmful emissions from transport: NIWA on behalf of GWRC has established a monitoring network across the region from July 2016, using existing and new sites. A wide range of emissions and particles will be monitored. Initially the primary indicator to be measured will be NO₂ & NOx (nitrogen oxides).

Reduced severe road congestion and improved reliability of strategic road network: Using travel time data sourced from NZTA for key transport routes in the region, this data will be used to report on average peak travel speeds and travel time variability over time. This new data series began in July 2015.

We have gathered and summarised information from 2013 to 2016 for most of the outcomes and measures. We can use this information now to begin to identify which RLTP outcomes we are doing well in and those outcomes where we need to improve, initially taking a cautious approach.

One RLTP Outcome where results indicate we are on track to meet the 2025 target is:

- *Improved regional road safety;* results show a 9% drop in total deaths and serious injuries since the baseline year (2013).

One RLTP outcome where results indicate we are not on track is in:

- *Reduced harmful emissions from transport;* results show a 7% increase in CO₂ transport emissions since the baseline year (2013).

For an overview on the progress of all the RLTP measures please refer to the summary table in Attachment 1.

4. Communication

The AMR will be published on the Greater Wellington Regional Council website. It will also be distributed to key stakeholders and interest groups.

5. The decision-making process and significance

No decision is being sought in this report.

This decision relates to the adoption of a report that provides results from GWRC's programme of monitoring the region's land transport network.

5.1 Engagements

Engagement on this matter is unnecessary.

6. Recommendations

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Adopts the 2015/16 Annual Monitoring Report on the Regional Land Transport Plan as set out in Attachment 1.*
4. *Delegates to the Chair of the Committee the ability to make minor editorial changes as part of the design and publication process.*

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Attachment 1: 2015/16 Annual Monitoring Report on the Regional Land Transport Plan